

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 04/28/2004

CHI03FA041 File No. 15273	12/17/2002	Rockford, IL	Aircraft Reg No. N277PM	Time (Local): 22:51 CST
Make/Model: Cessna / 208B	Engine Make/Model: Pratt & Whitney / PT6-A-114	Aircraft Damage: Destroyed	Number of Engines: 1	Operating Certificate(s): On-demand Air Taxi
Name of Carrier: Planemaster, Inc.	Type of Flight Operation: Non-scheduled; Domestic; Cargo	Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter		
Last Depart. Point: Decatur, IL	Destination: Same as Accident/Incident Location	Airport Proximity: Off Airport/Airstrip	Condition of Light: Night	Weather Info Src: Weather Observation Facility
			Basic Weather: Instrument Conditions	Lowest Ceiling: 300 Ft. AGL, Overcast
			Visibility: 1.25 SM	Wind Dir/Speed: 110 / 017 Kts
			Temperature (°C): -7	Obstr to Vision: None
			Precipitation: Rain	
Pilot-in-Command	Age: 42		Flight Time (Hours)	
Certificate(s)/Rating(s)			Total All Aircraft: 1872	
Commercial; Multi-engine Land; Single-engine Land			Last 90 Days: Unk/Nr	
Instrument Ratings			Total Make/Model: 1525	
Airplane			Total Instrument Time: 259	

The airplane collided with trees and terrain following a loss of control during an Instrument Landing System (ILS) approach at night. The impact occurred approximately 2.1 miles from the approach end of the runway. A witness reported hearing the airplane at "mid-throttle" as it flew over. He then heard the power increase followed by the impact. The witness stated there was no precipitation at the time of the accident and there were "severe winds, mostly from the south, shifting volatile directly from the east." He also stated the visibility was "extremely poor." Statements were received from five pilots who landed in transport category airplanes around the time of the accident. Three of these pilots reported experiencing a crosswind that varied from 15 to 50 knots during the approach. Four of the pilots reported airspeed fluctuations that varied between +/- 8 knots to +/- 10 knots during the approach. Three of the pilots reported breaking out of the clouds between 200 and 300 feet agl. Radar data indicates the airplane was high on the glideslope until it entered a rapid descent from an altitude of about 2,300 feet. Examination of the airframe, engine, and propeller governors failed to reveal any failures/malfunctions that would have resulted in the loss of control.

Brief of Accident (Continued)

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) WEATHER CONDITION - CROSSWIND
5. (F) WEATHER CONDITION - WINDSHEAR
6. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - UNCONTROLLED

Findings

7. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's failure to maintain control of the airplane during the ILS approach. Factors associated with the accident were the low ceilings, high winds, crosswind, and wind shear conditions that existed.